Route 3 North Transportation Improvements Project

Quarterly Report

January 1 to March 31, 2003

Commonwealth of Massachusetts

Executive Office of Transportation and Construction

and the

Massachusetts Highway Department

and

Modern Continental Construction Company

Quarterly Report
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The Executive Office of Transportation and Construction, the Massachusetts Highway Department and Modern Continental Construction are pleased to distribute this eleventh Quarterly Report covering the period from January 1, 2003 through March 31, 2003.

Project Financial Overview as of March, 2003

The Route 3 Project continues to proceed on a pace to finish within budget. As of March 2003, $252,691,788.62 has been spent from the project budget of $385,140,312.00. This includes an expenditure of $238,184,802.89 from the design and construction budget of $355,306,011.20. The Route 3 Project Team has also accumulated $4,282,598.50 in Value Engineering savings and has spent only $8,994.62 from the Owner Contingency Account of $3,380,000.00

Highway Construction

Earthwork activities were halted during the majority of this quarter due to extreme cold winter weather conditions. Late in the quarter tree clearing and stump removal began along the southbound side of the Route 3 corridor.

Extensive tree clearing occurred around the existing bridge structures carrying Route 3 over local roadways. This clearing was necessary to accommodate the construction of the new wider bridges along the corridor that now have new shoulders and space for the future fourth lane. In addition, the increased vertical clearance, between the roadway below and the bottom of the bridge above, resulted in the need to re-grade the slopes around the bridges. All of the work associated with the bridge reconstruction made it necessary to remove trees and re-grade the area and the slopes around the bridges.

In addition, the tree clearing that occurred this quarter was necessary to allow Modern Continental to make the safety improvements along the highway. Tree clearing was also necessary at various locations so that drainage facilities could be constructed. These new drainage facilities will comprise the new highway drainage system and once completed, the Project will have a drainage system that complies with current environmental requirements.

Blasting and rock removal operations were performed throughout the quarter in Segments 1 and 3. Various operations around Rangeway Road, Route 62, and Manning Road as well as blasting for new ramp way geometry at the northbound off ramp at Westford Road were completed. On the next page are photographs taken from the same location prior to ledge removal and after ledge removal. From these two photographs one can see that there is a significant improvement in sight distance and horizontal geometry. This is typical of the construction work necessary at the interchanges to improve traffic flow and vehicular safety.

The Westford Road off ramp (Exit 34) in Tyngsborough before crews performed necessary blasting operations.

The Westford Road off ramp after crews performed rock ledge blasting necessary for new ramp way geometry at that location.

To assist in the Maintenance of Traffic in the future, and to provide for a permanent Advanced Transportation Management System (ATMS), Modern Continental will provide Intelligent Transportation Systems (ITS) components that offer various capabilities. The components of the ITS System are consistent with both the National ITS Architecture and the IVHS Strategic Deployment Plan for Metropolitan Boston. Components include, Loop Detectors, permanent overhead and portable Variable Message Signs (VMS), fiber optic cable, snow and ice pavement sensors, roadside cameras for traffic surveillance, Remote Traffic Microwave Sensors, and an automated weather observation system. The systems controls for the project will be compatible with and coordinated from the Regional Traffic Operations Center (RTOC), which is located at the Operations Control Center (OCC) that is operated by the Massachusetts Turnpike Authority as a part of the Central Artery/Ted Williams Tunnel Project

Installation of the Intelligent Transportation System (ITS) conduit is approximately 75 percent complete in the Segment 1 mainline (Route 128 to Route 129) and approximately 58 percent complete in the Segment 3 mainline (Drum Hill to New Hampshire State line).

Construction safety continues to be a major priority on this project. The three injuries that occurred this quarter included two bruised shoulders and a sprained knee. Modern Continental has increased focus and awareness about traffic safety and traffic management plans to all employees through safety meetings and training with traffic crews.

Maintenance During construction

The Modern Continental Team continued to perform routine maintenance operations throughout the quarter. Maintenance activities included pothole patching in all segments, guardrail and sign repairs, and traffic signal lamps replaced where needed. Line striping in areas where marking lines were fading was also performed throughout the corridor and will be monitored. The Development Team also installed signs at various locations along the corridor to inform motorists of the new traffic law that doubles speeding fines in work zones. The signs were installed in an effort to protect workers' safety. In the upcoming quarter, spring cleanup and catch basin cleaning is scheduled to commence.

The Development Team responded to approximately 57 calls and incidents including two motor vehicle accidents, tire debris, traffic signal repair, catch-basin cover replacement, and the removal of dead animals and road debris throughout the corridor. Several of these calls were in reference to potholes along the corridor.

Utility Work

Preliminary designs based on proposed locations of utilities have been completed and reviewed with the affected utility companies. Utility agreements have been negotiated with many of the utility companies. The Development Team continues to coordinate with the utility companies in order to prioritize necessary work along the corridor. The Development Team met with Verizon and N-Star and has staked out the pole relocation at Old Billerica Road.

Verizon is continuing with the line cutover at Concord Road and the work is expected to be completed during the next quarter. The water, sewer, and gas lines were installed on the Old Billerica Road Bridge and the tie-ins will be completed in the upcoming quarter. The water and sewer line work at the Treble Cove Road Bridge was completed in March and the tie-in for the gas and water will occur next quarter.

Massachusetts Electric Company and Verizon completed the pole installation at the Route 110 crossing and Massachusetts Electric will transfer the wires in April. The utility relocation at both Riverneck Road and Parkhurst Road was completed in March.

In Segment Three, the location of the new poles at Kendall Road were staked and the relocation work began in early February. The Development Team is in continued negotiations with Verizon and MECO on schedule and cost for each location.

Bridge Construction

Bridge construction was affected by winter temperatures throughout the quarter. When weather permitted, crews focused on preparing bridge decks for concrete pours. The southbound bridge decks in Segment 3, including the Southbound Connector, Dunstable Road, Westford Road, Groton Road, Main Street, and Richardson Road were all prioritized as well as the bridges over the Concord and Shawsheen Rivers and the Treble Cove Road Bridge. In late March, bridge decks were poured at Richardson Road and the Southbound Connector. When temperature permits there are several bridge deck locations that are ready for concrete pours.

Crews work to install rebar in preparation for a concrete deck pour at the southbound bridge structure at Groton Road in Chelmsford.

The steel reinforcement shown in the prior photograph has an epoxy coating. Because uncoated reinforcing steel is much more susceptible to rusting once water and roadway deicing chemicals reach the surface of the steel, this coating will prolong the life of the bridge deck. The epoxy coating prevents that chemical reaction that might otherwise occur.

Construction also continued at Route 495 over Route 3, one of the most complex interchanges along the Route 3 corridor. Crews began the final phase of construction at this location and continue to work on forming the abutment walls and center piers at this location. Structural steel is scheduled to be erected at this location beginning in late-April 2003.

Crews work to form the pier caps as part of the final phase of construction at the I-495 bridge. Structural steel will soon be erected at this location and when the bridge deck is completely formed traffic will be switched and the temporary bridge structure will then be removed.

The Southbound portion of the Farm Road Bridge has been completed and work on forming the abutment walls on the northbound side is ongoing. Also, the barriers for the Route 62 northbound bridge have been completed and the bridge parapet concrete pours at Old Billerica Road are ongoing.

Environmental

The Development Team continued to work closely with the Massachusetts Highway Department, the Department of Environmental Protection Agency, and the US Army Corps of Engineering to provide an adequate wetland mitigation design to meet final requirements.

Crews in Segment 2 continued to construct Mechanically Supported Earth (MSE) retaining walls throughout the quarter. MSE wall construction at Concord Road also began this quarter. The walls are constructed to minimize wetland impacts along the corridor.

The public hearing for the Westford Order of Conditions (OOC) took place on January 8, 2003. The Westford Conservation Commission issued the amended Order of Conditions on January 24, 2003. The Development Team will record the Westford OOC.

In February, the Development Team submitted pre-final plans for corridor-wide landscaping to Mass Highway for review. The plans were also distributed to all Project Advisory Council (PAC) members for review and comments. The Development Team has received final comments from the PAC members, Mass Highway, and the Department of Environmental Protection and they are being evaluated and responded to.

Construction began on the foundation of the noise barrier wall located on Route 3 North, north of Route 110. The corrugated steel foundation forms that will eventually support the post and panel noise wall structure have been installed and work will begin this season to construct the barrier**.**

The Noise Restudy will be completed shortly and the results and final report will then be presented to the Project Advisory Council members at an upcoming meeting

Public Meetings

In light of the proximity to the New Year holiday, there was neither a January Project Advisory Council meeting nor was there a January Business Briefing.

The February PAC meeting was held at the Billerica Town Hall on February 6, 2003. The focus of the meeting was a construction update, noise study update, and a presentation by Carolyn Cooney Associates regarding the project's landscape plans. The February Business Partners Meeting was cancelled due to inclement weather.

The March PAC meeting was held at the Tyngsborough Town Hall on March 6, 2003. The focus of the meeting was a construction update focusing on the upcoming work as well as a noise restudy update. The March Business Partners' Meeting was hosted by the Billerica Chamber of Commerce and the information discussed was similar to that of the PAC meeting.

Community Outreach

The Route 3 Team continued to implement their public outreach process for all blasting operations and detours throughout the quarter. The Team continuously informed Advisory Council members as well as local business and residents of all of these activities in their communities. Outreach was also ongoing through the Route 3 Website, AM 530 and the project information line. Flyers were distributed to individual homes to notify residents of the following work activities including blasting operations around Manning Road and Route 62 and especially in the Westford Road area where the Development Team met with numerous tenants of the industrial park to inform them of the blasting.

The Development Team continued to work with local communities in anticipation of upcoming work activities. The Team also visited with numerous abutters to the highway to discuss work surrounding their location.

The Development Team participated in a presentation to the Boston Chapter of the American Association of Cost Engineers at MIT. The discussion focused on the issues surrounding the project's cost-revenue investment. In January, the Development Team also participated in an interview by Chelmsford Public Access Television. The profile focused on traffic management issues, primarily in the Chelmsford area.

In March, the Development Team along with Mass Highway hosted a public meeting with residents of the Hitchn' Post-Marose Edgelawn Street neighborhood regarding the modified noise wall design. The Development Team also participated in a briefing with Mass Highway at the Scotty Hollow Condominiums updating residents of the upcoming construction season activities. Public outreach also continued through the Route 3 website, AM 530 radio, and the Project Information Line to continuously provide motorists with the most current construction updates.

PROJECT SCHEDULE FOR NEXT QUARTER

When temperatures permit there will be numerous bridge decks poured including Route 3 over the Shawsheen River, Treble Cove Road, Main Street, Groton Road, Westford Road, over Route 3, and the Drum Hill bridge decks. Structural steel is scheduled to be erected in the upcoming quarter at Route 495 and Parkhurst Road. The new Riverneck Road bridge is scheduled to be opened next quarter, and once opened, it will be immediately followed by the demolition of the old bridge structure. Also, in the upcoming quarter, traffic switches will occur onto the new bridge structures carrying the Lowell Connector over Route 3 and at Route 129 over Route 3. Once traffic is switched, demolition of the old bridge structures will occur at both locations.

The new Route 3 North on- ramp from Route 110 will be completed by the end of this upcoming quarter. The goal also is to switch traffic onto the collector distributor roads throughout Segment 2 (Route 129 to the Drum Hill Rotary).

The Phase III traffic switch will occur by the end of the upcoming quarter. Once the new southbound bridge decks in Segment 3 are completed, southbound motorists will be switched onto

these structures and northbound traffic will travel on the portions of the new northbound bridges. This will allow crews to access the bridges that northbound traffic is traveling on today and then demolish and reconstruct these structures.

Blasting operations will begin on the southbound side of the Route 3 corridor immediately following tree clearing operations that will be completed early this quarter. All utilities will be relocated to an alignment at Route 110 north, Kendall Road, and Locust Avenue. Utilities at Old Billerica Road and Treble Cove Road will be completed this quarter as well. Relocation work from the Drum Hill Rotary to North Road will begin by the end of the quarter and a high pressure gas line from Parkhurst Road to Stedman Street will be completed.

Route 3 Project Advisory Council
Billerica Town Hall
February 6, 2003

MEETING MINUTES

The Route 3 Project Advisory Council meeting was held at the Billerica Town Hall on February 6, 2003.

Mary Carrier welcomed everyone, thanked the Town of Billerica for hosting, and introductions were then made.

John Greeley then proceeded with a project construction update. He stated that several operations have been scaled back due to winter weather conditions. He informed the PAC members that work on retaining walls in Segment 1 and 2 is ongoing, bridge work is progressing throughout Segment 3, and drainage installation is ongoing.

John then discussed blasting operation at the Westford Road northbound off ramp. He stated that periodic ramp closures would be associated with this operation. These closures will be 30-60 minutes as necessary. John also stated that the blasting operation in Segment I would be ongoing, John then discussed pile driving operations at I-495. He stated that this operation has been ongoing during the day, but may require nighttime Route 3 detour to complete work in the median. He stated that Modern Continental would perform their community outreach process to abutters when this process occurs.

Ellen Rawlings questioned signal installation at Concord Road. John Greeley stated that the signals would be installed sometime this summer, but that he may have a more definite answer for her later this season.

Mark Whitehead asked for a status update on the opening of Locust Avenue. John Greeley explained that due to winter weather the approach work at the bridge is not yet completed but that the bridge will be opened by the upcoming summer.

Jack McDonnell stated that HMMH has completed the measurements as part of the noise restudy. Mary Carrier then stated that the results would be presented at the March PAC meeting. Ellen Rawlings then questioned if all the measurements were completed, especially in Billerica. Jack McDonnell and Mary Carrier reiterated that all the measurements were complete.

Ellen Rawlings then questioned whether MassHighway intended to meet with the communities to discuss the findings of the restudy. Jack McDonnell and Mary Carrier stated there will be public meetings held and that meetings will also be held with the PAC members to discuss the findings.

Mark Lemay of North Chelmsford stated the Mark Newmark of HMMH had told him two weeks ago that there were no measurements taken at Lamplighter Green. He stated that HMMH informed him that they would take measurements when the traffic flow is back to its prior condition. Jack McDonnell then clarified that all the measurements that could be done are done. Jack McDonnell then explained to the PAC members where Mark's location was. He stated that his location may be dealt with separately from the entire study.

Phil Eliopoulos stated that he wants the study to be accurate even if it takes longer to complete. He said the issue regarding the placement of traffic that Mark Lemay had spoken about would apply to other areas in Chelmsford as well. Jack McDonnell asked John Greeley when southbound traffic was switched and John stated it was around September 6, 2002. Phil Eliopoulos asked when traffic would be switched back. John Greeley stated that it is weather dependant but that the switch needs to occur by early summer. Phil then stated again that it is better to wait and get accurate results.

Jack McDonnell then discussed the southbound visitors center. He stated that the original plan had the visitors' center at Stedman Street in Chelmsford. He then stated that the southbound visitors' center has now been removed from the scope of the project.

George Bachelor then began to discuss the landscape restoration policy of MassHighway. George discussed in detail the goals and objectives of the policy. He stated that MassHighway had asked Modern Continental to look at different cross section conditions, look at abutters to the highway and be sensitive to that, and look where there is room and where it does not get in the way of maintenance to plant.

Adrian Nial of Carolyn Cooney Associates (CCA), the Project's landscape architect then discussed typical treatments along the corridor. He stated that in Segment 1 and 3 the median was grass and any treatments were on the outsides of the corridor. He stated that plantings in the median were limited due to safety recovery zones. Adrian then discussed that there are no plants 11 meters from the travel way due to recovery zones as well. He clarified that it is 11 meters from the travel way and not the shoulders.

He then stated that there are areas where the clear zones extends to the existing vegetation and that there are no plantings there. He stated that where there was opportunity to plant they tried to plant. Adrian stated that if a slope was greater than 2:1 they used a type of erosion control to hold the slope. Using this erosion control limits the amount of disturbance. When this is used, however, we are unable to plant in the wrapping he stated. Adrian then discussed screening treatments. He said that the areas where vegetation was removed we tried to put back evergreen tree plantings where possible, but not in the clear zones. The evergreens are 3-4 feet high and at maturity would reach 45 feet tall.

Adrian stated that ledge removal created clearing and when possible we tried to plant. Soils are not always deep enough to plant and sometimes you can't plant too close to the ledge he stated. He stated that if there was enough vegetation removed, then plantings were made five meters off the ledge.

Mark Whitehead asked what species is planted. Adrian stated that it was a restoration mix of grasses.

Adrian stated that much of the effort is being put into revegetating bridge crossings. He said that a mix of species and native flowering trees are used in these areas. Interchanges are also an area where effort is focused. He stated that plantings and native flowering trees are also used in these areas.

He discussed plantings to break up the views of residents abutting noise barriers. He stated that larger trees are planted along the backside of the wall as well as shrubs and native grass. He then stated that for some noise walls we are limited as to what we can do. Especially in areas where there are wetlands and retaining walls behind the noise barrier there is not an opportunity to plant and it is also a maintenance issue. He stated that pines, maples oaks and cherries would be used at the corners of bridges. He then discussed the restrictions to planting including clear zones, drainage ditches, and maintaining site line to see traffic along the highway.

Phil Eliopoulos stated that the focus is on the motorists, not the abutter. He said that he would rather see the focus be on the abutter. Adrian stated that he is looking for feedback, and that they tried to focus on both the motorist and the abutter. He stated that the screening discussed was for the abutters. Phil questioned which type of species was used to protect abutters. Adrian stated it was strictly evergreens. Ellen Rawlings stated that she does care about the roadway but is most concerned about the residents.

Mark Whitehead stated he was concerned with areas along the ramp ways, but by looking at the plans it was unclear what was going to happen at the Kendall Road ramp way. Mary Carrier then stated that she has additional sheets that were not included. Mark Whitehead stated that the ramp area is unclear on his plan and John Greeley stated that he could get Mark a plan that shows the new edge of roadway and how it ties in.

John Greeley stated that MCC will address the comments calls for, and that we will explain all approaches.

Adam Baacke stated that he had called Mary Carrier regarding Baltimore Avenue and the fact that there were no plans for any plantings included in the packet he received. He stated he received no explanation from her and is disappointed to hear now that there is indeed nothing planned for that location. John Greeley stated that the Baltimore Avenue issue was addressed by CCA at the public meeting where it was stated that because of the retaining wall and adjacent wetland, there were very limited planting opportunities.

Mary Carrier stated that she asked MCC to reevaluate these areas, but there will be some areas that will not be plant able. John Greeley then stated that MHD has asked for comments to be submitted by the end of the month and that after that they will be addressed by Modern and submitted to MHD sometime in March.

George Bachelor stated that the landscape plan had not yet been approved and is still subject to review and that he is continuing to review the plan, taking into consideration the public comments.

Rich Warrington stated that on sloped 2:1 or greater he thinks that trees can be planted. He feels this should be considered. Also he wants to reiterate that it is abutter screening that he is most concerned about.

Adrian stated that they do not want to compromise the reinforcement on the slopes. He stated that there should be a balance.

Rich then questioned if sun exposure was factored in. Adrian stated that it had been taken into consideration.

Mark Lemay asked if the plans were available to the public. Phil stated that there is a plan at Town Hall. Mark stated that he is concerned about the proposed limit of work adjacent to his home. John Greeley stated that Modern has been working with Phil and the Town of Chelmsford and the MassHighway Department to limit disturbance at this area, extending the existing guardrail. Mark Lemay then questioned if 6-8 foot evergreens could be used rather than 3-4 foot. John Greeley stated that they would look at this area.

Mark Whitehead questioned if any wild plantings would be placed in the median. Adrian stated no because of maintenance and establishment periods.

Phil Eliopoulos suggested that alternative should be considered such as privacy fencing and berms as an alternative for barriers. He stated that ultimately the project the project will be more successful with the abutters being satisfied, and that should be our goal. Phil reiterated an earlier request made by Mark Lemay to extend the existing privacy fence at Lamp Lighter all the way to Richardson Road which would provide screening for Lamplighter and Congregation Shalom.

Mary Carrier stated that all PAC members with comments should get them submitted by the end of February.

The next PAC meeting is scheduled for March 6, 2003.

Route 3 Project Advisory Council
Tyngsboro Town Hall
March 6, 2003

MEETING MINUTES

The Route 3 Project Advisory Council meeting was held at the Tyngsboro Town Hall on March 6, 2003.

Mary Carrier welcomed everyone and thanked Mark Whitehead from the Town of Tyngsboro for hosting.

John Greeley proceeded with a project construction update. He stated that the winter weather has been affecting the amount of production on the project right now, and that work on the retaining walls and installation of noise wall cans is continuing. He said that it is the goal to have the northbound Route 3 northbound on ramp from Route 110 opened in May, and that VHB would come to an upcoming PAC meeting to present a briefing on upcoming traffic moves. John stated that the project also hopes to open the collector distributor roads around Route 110 between May and June. He then discussed that this would be a change for motorists because they will need to choose to be in the proper lane prior to the exit in order to access the ramp way.

He informed the PAC members that blasting operations were concluded at Westford Road on March 5th, and that crews would be starting a new operation near Rangeway Road in Billerica.

John stated that Modern Continental is proposing a change to the type of noise wall to be constructed at the Hitchin Post and Edgelawn-Marose Road location. He stated that what is now being proposed has less of an impact on tree clearing at that location. John then asked Phil Eliopoulos if he felt a meeting was necessary to discuss the proposed change.
Phil Eliopoulos then asked why Modern Continental was proposing the change. John stated that because post and panel noise walls were being installed at other locations along the corridor, in discussions with the fabricator it was determined that it would be more efficient and economical to use one type. Phil stated that he would discuss this with John to determine a solution. Mark Lemay of North Chelmsford then asked if this would change the acoustics and if that was why this type of wall was originally proposed. John stated that there was space to build that type of wall, although it would require more clearing, and that is why it was originally proposed. John also stated that he could get an official response regarding the acoustics of the wall.

John then discussed that Modern Continental is gearing up for an aggressive upcoming season, and that construction is currently dependent on weather conditions. He stated that the schedule is very ambitious and that the Project would need to rely on the communication channels that have been working well to date, in order to keep the communities informed of the many construction activities. Mary Carrier stated that she has received landscaping comments that were submitted and that she forwarded them to John Greeley and George Batchelor. Mary said that they are waiting for the landscape professionals' advice as to what can be done at each location submitted.

Phil Eliopoulos stated that it is important to push the idea of privacy fencing, especially in areas that may not benefit from the noise restudy. Mary Carrier stated that this has been suggested to MHD for consideration as another approach to screening.

John Greeley stated that some of the ideas are to shift landscaping, some are "special location" areas that call for planting or screening, and some will not get plantings for various reasons such as location in relation to wetlands, retaining walls, etc. He stated that by the April PAC meeting we should have some response to comments from the landscape architect closure on this issue. Mary stressed that the input is being considered and that nothing is final at this time.

Peter Kennedy asked which towns have commented. Mary informed him that she had received comments from Billerica, Tyngsboro, Bedford, Lowell and Chelmsford.

Mary Carrier stated that the noise consultant would present the results of the noise restudy at the April PAC meeting. Phil then asked if Chelmsford could host the meeting; Mary stated that would be fine.

Jack McDonnell stated they would meet individually with PAC members to share the results of the noise re-study. He then stated that Chris Menge of HMMH might come to the next PAC meeting, and that following the PAC meeting a public meeting would be held.

Mary Carrier reiterated that Modern Continental is preparing for an aggressive season and that she wants the towns to be involved in what is happening. John Greeley stated that MCC would continue their community outreach process.

Jack McDonnell stated that some paving might need to be done at night. John Greeley stated that some bridge demolition work and structural steel erection, similar to last construction season, would occur at night as well. Jack then asked when the traffic would be switching at Drum Hill. John stated that it is scheduled for the weekend of July 11th.

Jack stated that the traffic switch at Route 129 still needed to occur. John stated that switches at the Lowell Connector and Riverneck Road were now higher priorities, and that work at Route 129 would follow that in May. Jack stated that if any PAC members had questions about specific locations to let us know so that they can be addressed.

Mary stated that once Modern Continental is notified of potholes along the corridor they are making necessary repairs.

The next PAC meeting is scheduled for April 3, 2003.

ROUTE 3 NORTH

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